GOVERNMENT OF MADRAS. Scott. H-16—55,006—3-9-53.

P.W (1954.) Department.

~~Endorsement~~
~~D.O.~~
~~Memorandum~~
~~Lodged~~

D.O Letter No. 50631-A/54-1

Dated 13-7-1954

Passed
Kuna Singh
B
27/Nov

FURTHER PAPERS.

Department	Number.	Series.	Date.
PWD	46697-A/54-2	LETTER	4-8-1954
P.WD —	25737-A/55-8	do	2-2-1956

K.S. Hegde, M.A.B.L.,
MEMBER OF
THE COUNCIL OF STATES

K. S. Rao Road,
Mangalore 1.
21st June, 1954.

My dear Sri. Kamraj,

When I was in Madras between the 10th and 12th of this month I wanted to meet you but unfortunately you were very busy and I too was held up in the Railway Corruption Enquiry Committee meeting.

We are greatly pained to hear that there is a proposal to shift some of the allocations that have been made for building bridges on (1) Kulkunda-Subrahmanya Road (2) Jalsoor-Subrahmanya Road and (3) Ariadka-Nethilakatte Road. In these roads three bridges have been recommended by the Chief Engineer to be included in the Central Road Fund works. These are very important bridges. Without these bridges the entire communication system of that part of the Malnad area of the district had been thoroughly dislocated. There have been agitation for putting up these bridges for the last over 40 years. This district has been pressing before the Government on more than one occasion for the construction of these bridges. The amount required for these bridges is comparatively little taking the needs of the locality into consideration. The construction of these bridges had been promised by the Government more than once but on every occasion on some excuse or the other they had been dropped. We were extremely happy when we learnt that the construction of these bridges was going to be taken up in the current year but we are distressed now to hear that there is a proposal to drop the construction of these bridges on the ground that some allocation has been made to the district under the West Coast High Way.

We are grateful to the Madras Government for the several things that had been done for this district in the recent past. But one cannot ignore the fact that in the past this district had been thoroughly neglected. Expert committees like the Dhar Committee

have emphasised this aspect. In particular the Malnad area of this district is suffering quite acutely for lack of communications as well as public health and the one is inter-connected with the other. The construction of these bridges will open out a good portion of the malnad area and will bring to these people an amount of happiness which stands no comparison with the quantum of money that is expected to be spent. It will add to the production of food crop. The total amount that is required for these bridges is not more than two lakhs. The suggestion that because the West Coast High Way is being constructed in this district all other works should be kept in abeyance lacks logic. The West Coast Highway was one that was suggested by the Government of India as a thoroughfare from Cape Comorin to Bombay and it happens to pass through Mangalore. Barring the fact that Mangalore had to be passed through, it has no peculiar advantage so far as this district is concerned. Moreover the problems of the district are mainly communication. To put this district alongside with other districts and to allocate funds for the purpose of communication on certain fixed ratio may be highly illogical. Each area has got its own problems. You will kindly ascertain that little or nothing has been spent so far as irrigation is concerned in this district. As I said before our problem is one of communication and to ignore that problem is to ignore the elementary needs of the people. I am sure you will certainly consider this aspect of our case sympathetically and see that the construction of the proposed bridges are not dropped under any circumstances.

The District Board Elections are in the offing. We have a strong Praja Party opposition in the district and the omissions and commissions of the Government are exploited to the full. The grievances of the malnad

people have always been tried to be exploited by our political opponents and the present proposal to drop the construction of these bridges is bound to have serious repercussions on our chances in the next D.B. elections.

From the tone of my letter please do not understand that we are feeling that inadequate attention is given to the district. It is quite true that in the last few years the Madras Government is trying to do its best for this district but some times even small omissions are likely to have serious repercussions and it is this aspect that I would like to place before you. I request your personal intervention in this matter and see that the proposed bridges are not dropped.

With best wishes,

Yours sincerely,

(K.S. Hegde)

Hon'ble Sri. K. Kamraj,
Chief Minister,
Government of Madras,
Madras.

D.O.No. 5063/A/54-1 5/ P.W.D. dated 13-7-54

My dear Sri Hegde,

Sub:- CENTRAL ROAD FUND - Road works financed from Malnad area - Inclusion of three bridge works.

Many thanks for your letter dated the 21st June. I have gone through the connected papers and I find that no allocations were made from the Road Fund for the construction of the three bridges you have referred to. There is therefore no question of shifting the allocations.

I fully appreciate your anxiety for having the three bridge works taken up and this is why I have looked into the matter in some detail. The State's share of the Central Road Fund, augmented to the extent possible by Central grants, is to be spent on road development and improvement in the State as a whole, and in proposing to the Govt. of India the execution of specific items of road improvement works from out of the share or from grants, we take good care to see that the works are, as far as possible, evenly distributed throughout the State, of course more being done in areas in which there has not been much development and there is need for such development. Out of a grant of Rs. 138 lakhs made by the Centre in response to our

proposals for grants for certain specific schemes of road development in the State, no less than a sum of Rs. 42 lakhs has been earmarked for the construction of bridges across the Pavanji, Udavayar and Mulki rivers between Mangalore and Udipi on the coastal road, and on the improvement of the Darbe Subramania road via Nethikalkutta as an all weather road. If the actual cost of these works exceeds the grant made by the Govt. of India in this regard, the excess will have to be met by the State Govt. I find we have also sanctioned the construction of bridges and causeways at an estimated cost of Rs. 4.37 lakhs on the Bisley Ghat road in order to convert it into an all weather road. Further, 18 bridge works in the South Kanara district alone, estimated to cost Rs. 45 lakhs, have been sanctioned under the Post-War Development Schemes and while some of these works have already been completed, the others are in progress. We have also sanctioned for execution from State funds the reconstruction of two damaged bridges on the Mudabadri-Guruvayankere road at an estimated cost of Rs. 3.4 lakhs. These facts will show that we have paid special attention to the needs of the South Kanara district and have already given it the lion's share of the funds available. In addition to all this, we have agreed to spend a sum of Rs. 62 lakhs from

our share of the Road Fund allocations on the improvement of the West Coast road in the Malabar and South Kanara districts. I am afraid, I am unable to agree with your statement that the West Coast road has no peculiar advantage to the South Kanara district. On the contrary, on the completion of the West Coast road, the entire communication system of the district will be vastly improved, much to the benefit of agriculture, trade and commerce of the district.

We are now drawing up a list of works to be proposed to the Govt. of India for being financed from our share of the Road Fund allocations to the end of March 1956. The share available to the end of this period is roughly Rs. 142 lakhs and out of this Rs. 62 lakhs is earmarked as indicated above for the West Coast road. In other words, in addition to nearly a crore of rupees already approved for expenditure on road works in the South Kanara district, a part of the sum of Rs. 62 lakhs is to be spent in the South Kanara district alone. Setting apart another Rs. 10 lakhs for a Road Research Station for the State, in effect, the proposals now under consideration involve the expenditure of Rs. 62 lakhs out of Rs. 132 lakhs in the districts of Malabar and South Kanara alone, leaving the balance of only Rs. 70 lakhs for works in all the other areas of the State !

You will see that we have already committed ourselves to spending too large an amount for the South Kanara district alone, compared to the amounts proposed to be spent elsewhere in the State.

In the circumstances, I am sure you will agree that it would be most inappropriate to add to the list the three bridge works you have mentioned, as such addition will be difficult to justify. Politically and otherwise, we cannot afford to put all our eggs in one basket. The three bridge works are all on roads in charge of the South Kanara District Board and I suggest that they should await the next set of proposals for expenditure from the Central Road Fund. It is of course open to the District Board to consider the possibility of taking up the three bridge works from its own funds. It may be difficult even to contemplate a loan from ~~the~~ State funds for the purpose, in view of the fact that a very large part of our resources has already been set apart for improvement of road works in the district.

On the whole, it seems best to wait for some time and include the three bridge works in the next list of schemes to be sent to the Govt. of India. I am confident that in the larger interests of the State as a whole, you will

13 -5-

readily agree to this course.

With kindest regards,

Yours sincerely,

29/6/54.

(X)
Dpd
VK
14/7/54

Sri K.S. Hegde, M.A.,B.L.,
Member of the Council of State,
K.S. Rao Road, MANGALORE -1.

C.M.
(X) (Signed by C.M. in fair copy).

Note 1

P.W.

C.M. wants to send a reply to the letter from Sri Hedge. A draft reply may please be put up.

P.S. to C.M. 26

SO 631
25 JUN 1954
50630

DEPUTY SECRETARY TO GOVERNMENT
26 JUN 1954
PUBLIC WORKS DEPT.

as from C.M.

P.W.(A2)

A draft D.O. to Sri Hegde is submitted. The file may be circulated to C.M. through M(W) for approval of the draft.

26.6.54

26.6.54

26.6.54

It is true that the three bridges mentioned by Sri K.S. Hegde, in his letter at p.1 c.f. were proposed by the Chief Engineer originally for inclusion in the C.R.F. works. vide items 48,49, and 50 of p.25 c.f. of L.F. This list has been revised subsequently in consultation with the C.E., and H.E.L.A. Dept. and in the revised list we have decided not to have any works taken up for South Kanara and Malabar Dts. No allocations have been made from the C.R.F. Fund or from other funds for the construction of these bridges. Sri Hegde has probably not understood the position properly. From his letter it would appear as though allocations have been made by the Government of India for the construction of these bridges and the State Govt. are now trying to divert it somewhere else. All that has happened is that the C.E. has proposed these bridges to be included and P.W.D. and Finance and H.E.L.A. depts. did not think it

right to include any scheme for Malabar and South Kanara Districts to be financed from the C.R.F. allocations for reasons mentioned in the linked file. C.E. also agreed with the revised proposals of the P.W.D. and H.E.L.A.

It is surprising and to some extent embarassing to the Secretariat, that Members of the Council of the States should know what proposals are made by the C.E. in respect of particular bridges in their districts. ~~Even~~ Juge after the approval of the revised list in consultation with the C.E., and H.E.L.A. another Member of Madras Assembly Sri Venkataramana Gowda saw me on this and pressed for the inclusion of these three bridges. He also wrote letters to M.(H) and M.(F&E). and M.(H) also spoke to me on this. The whole position was explained to M.(H). As matters stand at present the list of works proposed to be financed from the C.R.F. has not yet been finally approved by Govt. and they are put up for approval in a separate linked file and what has happened is that ~~the~~ only certain proposal ~~is~~ are under consideration at the Sectt. According to the list proposed by the Sectt. to be financed by the C.R.F. allocations these bridges are not included. It is open to the Government to include them or not when the list is put up for approval. ! Pp not put up

As the reasons for non inclusion are mentioned separately in the linked file draft letter to Sri Hegde may issue as from C.M. after the proposals in linked file are approved.

M.S.Rao
28/6/54

P.T.O.

Pn 34-37 note with L.F.

It will be seen from the linked file that we will be spending Rs. 62 lakhs in Malabar and South Kanara districts alone for the West Coast road development. All the other districts put together will have only about Rs. 65 lakhs spent on improvement of roads therein. The expenditure on the West Coast road in the South Kanara district will be in addition to a large number of other works already approved for execution in the district. Out of a Central grant of Rs. 138 lakhs recently sanctioned for road development schemes in the State as a whole, no less than Rs.42 lakhs will be spent for the construction of 3 bridges on the Mangalore-Udipi coastal road and for the improvement of another road. Previously, we had already sanctioned more than Rs. 50 lakhs for bridge and other works in the South Kanara district.

In other words, the South Kanara district has been given a very large share of road development works -- in fact, possibly an unduly large share.

It is for these reasons that it has been suggested that it would be inappropriate to take up any more works in the South Kanara district for inclusion in the list of schemes to be proposed for being financed out of our free balances in the Central Road Fund expected to be available to the end of March 1956. We cannot afford to put all our eggs in one basket and there must be some attempt towards equitable distribution of expenditure. It is because of the clamour from the South Kanara district that we have already committed ourselves to such a large expenditure on roads in that district and anything more added will be like placing the last straw on the camel's back.

p15

50631 A/54

1423
30.6

I have revised the draft D.O. to Sri Hegde. For approval. The D.O. may issue from C. M's office.

29/6/54

M.(W) 8/7

M.(L.A) 6/7

M.(F & E) 7.7.54.

M.(H) 8/7

C. M. 13 7 54

SECRETARIAT 1 1954

DEPUTY SECRETARY 13 JUL 1954 PUBLIC WORKS DEPARTMENT